

REPORT

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1. Tashkent Excavator Factory No. 770 is located at 25 Ulyanovskaya Street. (Until 1946, Ulyanovskaya Street was Ogorodnaya Street).
2. During the war this factory, which was then of small size, belonged to the People's Commissariat for Trench Mortar Armament and produced various kinds of trench mortars. In 1944, the Government decided to convert this factory to the production of excavators and other earth-digging machines. This entailed the expansion of the old buildings and the erection of new industrial buildings and workers' dwellings.
3. Production of the first spare parts for excavators began in 1944. One excavator had been produced by the end of the year, but most of its parts had come from other factories. Production of excavators really started in 1947. In 1945-46, the factory was producing spare parts for excavators, electric power stations, agricultural machinery, and tractors.
4. Only three excavators were assembled in 1946. By 1947 the total output of excavators had risen to 28. The excavators are of single-scoop type, with capacity of scoop of half a cubic meter. They are fitted with KDM-46 80 HP Diesel and ZIS gasoline engines.
5. The 1947 output was worth four million rubles. About 3,400,000 rubles of this amount went to the production of excavators; the balance went to that of spare parts for excavators, electric power stations, agricultural machines, and to small factory expenses. The cost price of one excavator was about 120,000 rubles.
6. Sixty-six excavators were produced in 1948. The total output was worth about eight and a half million rubles. About seven and a half million rubles went to the production of excavators; the balance went to spare parts for excavators, electric power stations, and agricultural machinery. The cost price of an excavator was then about 115,000 rubles.

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7. The following castings and forgings were produced at the factory in 1948:

iron castings. . . . . about 360 tons  
 steel castings. . . . . about 300 tons  
 bronze castings. . . . . a small quantity  
 various forgings. . . . . about 150 tons

8. Rejected steel and iron castings in 1948 reached approximately 15 per cent and 17 per cent respectively.
9. In 1946 and 1947, when PWs employed on the construction were discharged, there were considerable difficulties with labor.
10. In the last quarter of 1948, about 200 new young workers arrived at the factory. Most of them had completed their training at the industrial school attached to the Kovrov Excavator Factory. In January 1949, about 950 industrial workers and about 70 non-industrial personnel were employed at the factory.
11. Benkenshtadt was the director of the factory in January 1949. He is the third director since the departure of Director Ivanov to the Ministry in Moscow at the end of 1946, having been preceded first by Yermoshkin and then by Rubakov.
12. Factory No. 770 is not yet working independently and still receives many articles and castings from other factories. Revolving frames for excavators are received from Ryazopetrovsk Factory, located about 100 km north of Zlatoust in the Urals, and from the Tashkent Locomotive and Rail Car Repair Works in Kaganovich. The latter is located on Chervyakova Street in Tashkent. Its director is Gusakov. It is controlled by the Ministry of Transport.
13. Many articles are received from the Tashkent Textile Machine Construction Factory, known as the Uzbek Textile Machine Construction Factory. The director of the factory is Ivan Sergeyevich Vinogradov. It is controlled by the Ministry of Machine and Instrument Construction.
14. Feed shafts are received from the Kaganovich Works in Tashkent.
15. KEM-46 Diesel engines and ZIS gasoline engines are also received from other factories.
16. Excavators are sent mainly to agricultural excavator stations of Central Asia (Uzbek, Kirghiz, Tadzhik, and Turkmen). Some are sent to the central USSR (to the Moscow excavator station), and to the western republics of the USSR (Lithuania, Estonia, etc.).
17. Expansion of the factory was begun in 1945 and the work was supervised by the Trust for the Construction of Industrial Enterprises in Uzbekistan. At the beginning of 1946, the Ministry of Building and Road-making Machine Construction was formed, with Sokolov as minister. Factory No. 770 was placed under its control through the Chief Directorate of the Excavator Industry, headed by Aleksandr Aleksandrovich Ivanov, a former director of the factory, who was transferred to the Directorate at the end of 1946.
18. The erection of the excavator factory has been proceeding slowly and has not yet been completed. A foundry for iron and steel castings, tool shop, assembly shop, and several more industrial buildings and dwellings for workers were completed in 1947.
19. In order to interest the Uzbek Government, the Ministry of Building and Road-making Machine Construction guaranteed part of the factory output to it on condition that assistance should be given to speed up the erection and equipment of the factory. This step did hasten the building process. When the Trust was short of bricks, the Uzbek Government allocated two million bricks from local enterprises in 1947 and a further two million in 1948. The Uzbek Government also helped greatly in the erection of a slag block factory for Factory No. 770. This small factory has been completed and produces a large number of slag blocks. Each of these replaces 7-8 bricks. They are made of locomotive slag and waste materials mixed with concrete.

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20. In the summer of 1948, the factory was re-equipped with machine tools and installations for future expansion of production. In August, a large quantity of new machine tool equipment was received from Leningrad factories. The output of the factory began to increase considerably from September 1948.
21. The factory received a government subsidy of one million rubles in 1946, and a subsidy for the same amount in 1947. In 1948, the subsidy was cut in half. It is thought at the factory that a profit will be shown in 1949 and a subsidy will no longer be required.
22. The workers' living conditions are unsatisfactory. There is an acute shortage of accommodations. The young workers who arrived at the end of 1948 were accommodated in a hostel, in the uncompleted building of a trade school, and in hastily erected huts. Existing communal dwellings are in a bad state; many windows are broken and filled with cardboard and material, the stoves smoke, and the roofs leak.

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